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CENTRAL INTELLIGENCE AGENCY

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OURCE:	Cuban citizen. Refuges	who left Cuba in	January 1961.	
	He was employed by Conso	lidated Railroads	of Cuba for	sbout 20 years.
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	Interrogation, should th	is report generat	e additional	requirements.
61.	tem 46 years old and I s	tarted working in	November 194) as an office
	clerk in the Havana offi	ce of the Guantan	amo Western R	all-sad Company.
	In 1953 I was elected VI Cube, the Cube Railroad	and the Cuba Nort	ne Consolidat horn Rallroad	ed Kaliwaya or . In February
	1954 I was elected Presi	dont of the Guant	anamo Western	and Vice
	President of the Cube Ra			
	I held this position unt	11 October 1960 v	then the rails	oads were confis- "
	, cated by the Cuban Gover	ment by Law Deci	roe Nd 890. I	finally left Cuba
	on 4 Jan 61.		100	
2.		was the length	of the main li	nes operated by
	common carriers in Cuba	and what was tho	total length	of all branch
	*			
The second second	A. I can only speak for	the mileage of	the Consolidat	ed Relivoys of
	Cube, which ran from Ser	that the main l	guay to sentia Ine and the bi	ranches combined
	would be 1400 glus miles	1.		
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•	. : Q. What weight of rail approximate age of most	main-line rail a	n main::ines/ nd ara:tla ol:	stes commonly used?
	Jocas :			
	A. I would say the most	commonly used ra	11 15 80 1ba	por yard. About
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4.	Q. How many ties exist per klicheter of main line? What type of ties are used? Are ties treated; if so, in what manner? What is the average life of ties in main-line service? Can you give an estimate of the average age of ties now in the main line?
	A. To the best of my recollection, there are close to three thousand ties per kilomater of main line. The ties are of hard wood but they are not treated. The average life of the ties is about 15 years and I would say that the average age of the ties now on the main line is about 15 years.
5.Q	Locate and indicate size of principal freight classification yards and other freight yards.
	A. Our main classification yards were at Santa Clara, Camaguey, Horon, Santiago de Cuba, and Guantanamo.
6.	Q. Locate and describe the principal repair shops for steam and for diesel locomotives.
•	A. We had complete repair shops for both steam and diesel locamotives in the eastern outskirts of Camaguey City. As a matter of fact, these shops are shown on the map of Camaguey City which appears on the road map of Cuba published by Esso Standard OII, S A, in 1956.
7.	Q. Locate and describe the principal repair shops for freight and passenger cars.
	A. The same shops in Camaguey City were used for the repair of freight and passenger cars. The Consolidated Railways of Cuba did all of their own repairs and in addition they did work for various sugar mills in the area.
8.	Q. Is any part of the system electrified?
	A. No.
9.	Q. Is there a division between lines operated by diesel and steam motive power?
	A. No. The Consolidated Railways of Cube had 84 diesels and six steam engines. The six steam engines were used more or less for emergency work.
10.	Q. What is the number and total length of tunnels?
Baile	A. There are no tunnels on the system.
11.	Q. State the number of locomotives in each major category, of diesel, steam and electric; and, insofar as possible, break the totals down by horsepower, age and country of origin.
	A. As I have stated, we had 84 diesel engines and six steam engines. I do not remember the details about these but I know that some of the diesels were 1600 horsepower, sume 900 hand some 600 to 650 horsepower (see
ia	. Q. Please give the number of passanger care and the number of frieght cars.
in the	A. I'm afraid that I cannot give you accurate figures. I know that we had ever two thousand fraight care but I do not remember the exact number nor do I remember the number of passenger cars. (See The 'en file' material contains this information.
	. Q. Ware shy passenger or freight cars equipped with roller bearings?
	A. Yes, some, but I do not remember how many.

C-C-L-E-T

Q. Are diesel locomotives operated in multiple?

A. Yos, but not always. It depends grade of the line.

- Q. Does each freight train carry a caboose on its rear end?
 - Tes
- Q. What is the average and maximum speed of passenger trains butween stops?
 - Haximum speed was 50 miles per hour and average of not more than 30 miles per hour.
- 17. Q. Can you give the number of employees of the common carrier railroads? is there a seasonal variation in employment?
 - I can only speak for the Consolidated Rallways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was very slight.
- Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of movement.
 - A. I can speak only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Western Railroad of Cuba. The heaviest traffic was from Camaguey to Nuevitas. The Consolidated Railways of Cuba handled one third of the Cuban sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the railway also handled cattle, rice, vegetables and oil and other commodities.
- Q. What is the average length of haul? (This was stated in a 1952 report es 36.8 kllometers.)
 - A. I would say that In 1960 It was about the same as In 1952.
- 20. Q. What are the principal routes of passenger movement? How dense are such movements?
 - A. I would say to and from Havana. I would estimate that in this traffic the railroads carried about six thousand passengers per day.

160

- Q. Is daily commutation a significant factor in the movement of passengers.
 - It is not a significant factor.
- Q. Is less-then carlied movement of relative importance in the total movement of Cubin freight?
 - A. I would say that It is not very important.
- Q. With respect to imports and exports, what ports are used for greatest Interchange of tonnage between the relironds and ocean shipping? To what extent are these semports or any others used for interchange with coastwise bhipping?
 - A. Speaking for the Consolidated Rallways of Cubs, I would say Nusvitas, Tarafa, Pastellilo, Suntiago de Cuba, Boqueron, Antilla, Sunta Cruz del Sur, and Casildo. I would say that any interchange with coastwise shipping is insignificant.
- Q. In what condition are the principal highways of Cuba?
 - There is only one main highway on the island which runs practically the antire length of the Island from Piner del Rio to Havana to Santiago de Cuba. This highway was in poor condition when I laft Cube in 1961.
- A. Sugar, wood and general connect ties.
 - Address of the second

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- 26. Q. What is the general pattern and direction of flow of this traffic
 - A. From country to cities.
- 27. Q. What considerations determine the selection of the mount of transport for the major commodities moved?
 - A. Prica, time, nature of commodity, and facilities.
- 28. Q. What pipelines, if any, are located in Cuba?
 - . A. Hone to my knowledge.

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A. I would say time in 1960 it ugs labour in smin as in 1951.

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COUNTRY	Cuba	REPORT NO.		
SARCT	Condition of Relironds in Cube	DATE DISTIL	6 June 1964	
		NO PAGES	8	
	.*	REFERENCES		
DATE OF BNFO. PLACE & DATE ACQ.	1963 , Bec 63	•		
dentili proposa	THIS IS UNEVALUAT	ED INFORMATION		

SOURCE: Cuben citizen.

Former executive of Consolidated Railroads of Cube who fled from Cube in 1961.

The source of this information is normally evaluable for further interregetion, should this report generate additional requirements.

An file in CIA Library is a copy of "Consolidated Statements of Rolling Stock," years ending 30 Jun 59 and 58, published by the Consolidated Railroads of Cuba, and a copy (in Spanish) of a statement of the condition of the rolling stock of all Cuban railroads, published by the Cuban Ministry of Transport and dated Havana, 2 Jul 63, both of which documents are referred to in the following report. - UNCLASSIFIED.

- 1. From time to time I have received information from some of my former employees who are still employed by the Consolidated Railroads of Cube (which was taken over by Castro) giving me information as to the condition of the railroads.
- The information which I have received from time to time is to the effect
 that because of poor maintenance, lack of spare parts and general inefficiency,
 the railroads in Cube ere all but inoperative.
- 3. I am told that this year /19647, for the first time since Cestro has been holding his big meetings in Havene on May Day, he did not transport people from the country to Havene by reliroed. I judge from this that the reliroeds were incapable of transporting large numbers of people as they had in the peat.
- 4. I have received from Cube a statement concerning the condition of the rolling stock of all reliveds in Cube for the fiscal year June 1962 June 1963.
- B. A comperison with the statement of rolling stock of the Consolidated Railroads of Guba galy for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Castro seized the reliroads) will show the deplorable condition of the rolling stock.

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 Of course, should Cestro succeed in obtaining the locomotives which he has ordered from France, the condition of the reliceds will be immediately improved.

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